Upgrade Your Regional Service to Jet Standards.

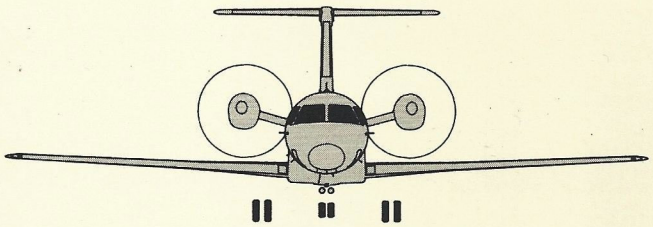
EMBRAER-FAMA

CBA-123

The Time Machine

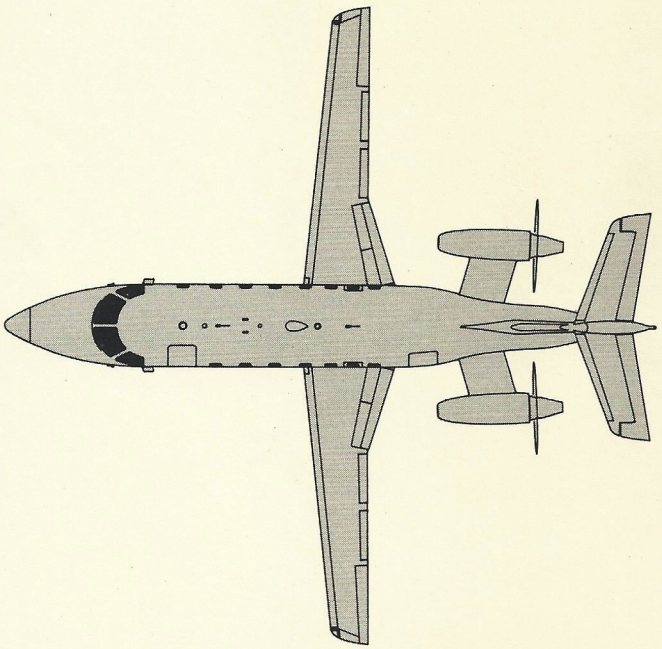
Finally: Jet standards arrive to low density markets!

The CBA-123 brings jet-like performance to regional and feeder airlines and jetliner standards of comfort and safety to their passengers.



1. SPEED

The CBA-123's 351 kt cruise speed translates into less than one hour block time for a 280 mile sector.
Only 5 minutes more than a jet!
Some 80 miles of extra catchment radius for a one-hour trip!

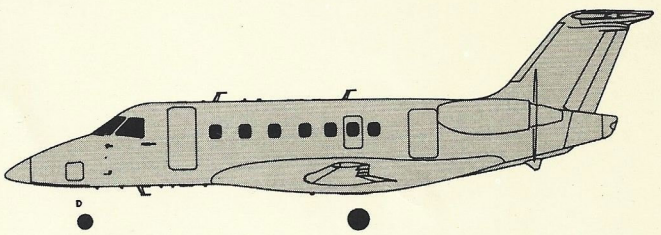


2. SPACE

The CBA-123 makes use of the same roomy cabin of the 30-seater Brasilia.
This means a wide stand-up aisle, plenty of elbow and leg room for the passengers and generous space for carry-on and checked baggage. More than a 7 cu.ft/pax!

3. QUIETNESS

The rear-mounted pusher turboprops are responsible for extremely low cabin noise and vibration levels. Even lower than some current jets!



4. SAFETY

Like modern jets, the CBA-123 is the first 19-seater to be certificated according to FAR-25 regulations. Safety standards unequaled by any other 19-seater!

5. ECONOMY

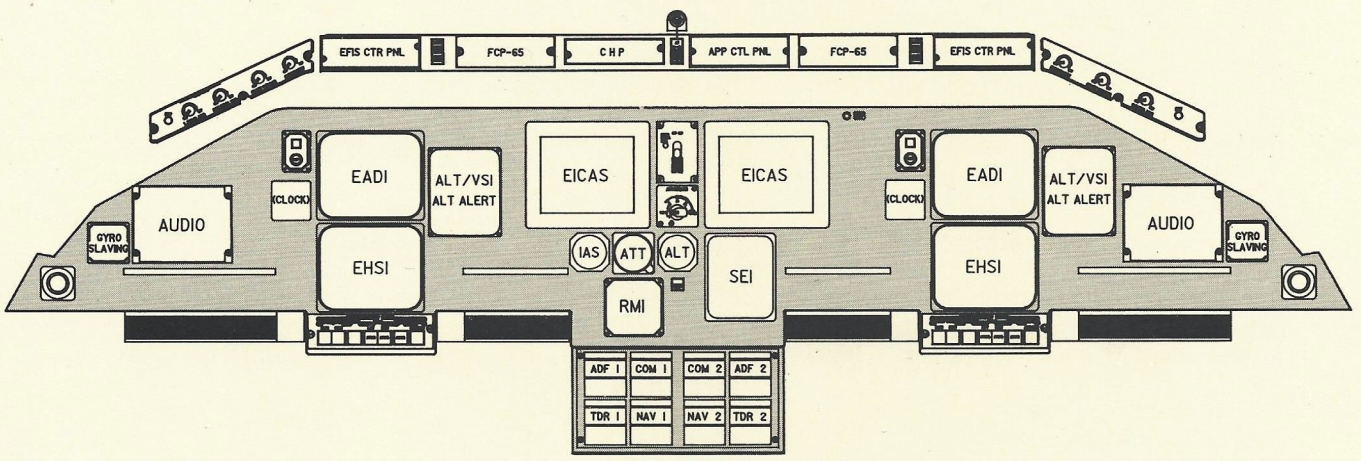
Yet, all these jet features come with the inherent low operating costs of a modern turboprop, to make low density routes economically viable. At a 36 cents yield, the CBA-123 is expected to break even with less than 10 passengers on board!

Systems and Performance to Meet th

All major systems of the CBA-123 were designed taking into account the environment to be expected at the turn of the century.

The bright and clear EFIS (Electronic Flight Instrumentation System) displays with digital readouts, standard in the CBA-123, are complemented by an EICAS (Engine Instruments and Crew Advisory System), eliminating an array of discrete readouts.

The new Garrett free-turbine engines with FADEC (Full Authority Digital Electronic Engine Control) require less monitoring and can optimize fuel flow for maximum performance and economy.



PROPULSION

Engines: Garrett TPF 351-20 (free turbine) 1300 SHP

Propellers: six-bladed, constant-speed, pusher.

INTERNAL DIMENSIONS

Passenger cabin length	6.47 m	21.2 ft
Max cabin width	2.1 m	6.9 ft
Max cabin height	1.76 m	5.77 ft
Baggage volume	4.25 m^3	150 ft^3
Passenger capacity	19 seats	

EXTERNAL DIMENSIONS

Length	17.95 m	58.9 ft
Height	5.98 m	19.6 ft
Span	17.72 m	58.13 ft
Wing area	27.2 m^2	293 ft^2
Aspect ratio	11.1	
Wheel track	3.56 m	11.68 ft
Fuselage external diameter	2.28 m	7.48 ft

CERTIFICATION

FAR Part 25 amendment 25-61

JAR Part 25, change 11, amendment 86/1

FAR 91 and FAR 135 (operational)

PRESSURIZATION

Differential	8.2 psi
Sea level cabin up to	21,000 ft
8,000 ft cabin up to	40,000 ft

NOISE REQUIREMENTS

FAR Part 36

WEIGHTS

Maximum ramp weight	8,540 kg	18,827 lb
Maximum takeoff weight	8,500 kg	18,739 lb
Maximum landing weight	8,350 kg	18,408 lb
Maximum zero fuel weight	7,800 kg	17,196 lb
Basic operating weight	5,600 kg	12,347 lb
Maximum payload	2,200 kg	4,851 lb
Maximum usable fuel	1,980 kg	4,365 lb

e Challenges of the 90's and Beyond.

All these advanced systems are foreseen to take full advantage of the CBA-123's high cruise speed, climb and descent rates. Especially at congested hubs, the CBA-123 fits easily into jet traffic, avoiding ATC delays associated with slower, prop-driven aircraft, without increasing crew workload.

PERFORMANCE SUMARY
ISA CONDITION

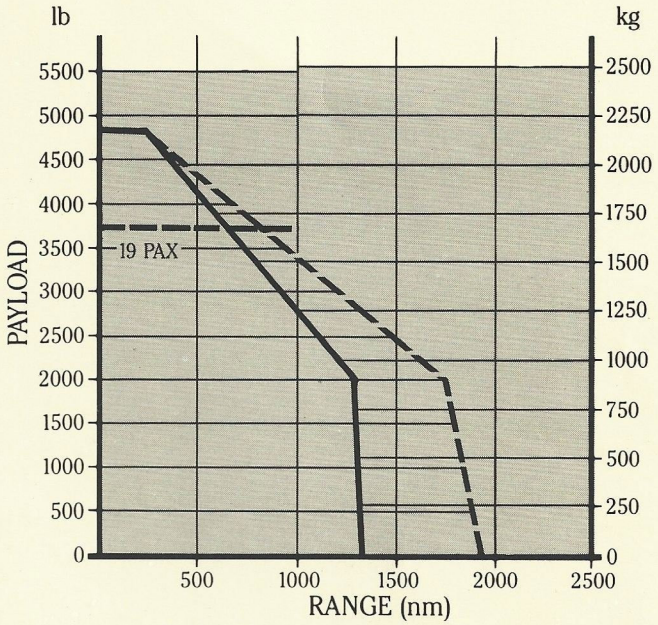
Takeoff field length (FAR Part 25)	1,040 m	(3,412 ft)
Landing field length (FAR Part 135)	1,090 m	(3,576 ft)
Rate of climb (all engines)		2,700 fpm
Rate of climb (one engine)		730 fpm
Service ceiling (all engines)		39,000 ft
Service ceiling (one engine)		25,000 ft
Max cruise speed, 24,000 ft		351 kt

BLOCK FUEL/BLOCK TIME
ISA

	MAXIMUM CRUISE		LONG RANGE CRUISE	
STAGE LENGTH (nm)	BLOCK FUEL (lb)	BLOCK TIME (h:min)	BLOCK FUEL (lb)	BLOCK TIME (h:min)
200	728	0:51	694	0:56
300	1014	1:07	904	1:16
400	1290	1:25	1102	1:36
500	1565	1:43	1301	1:56
600	1841	2:00	1510	2:15

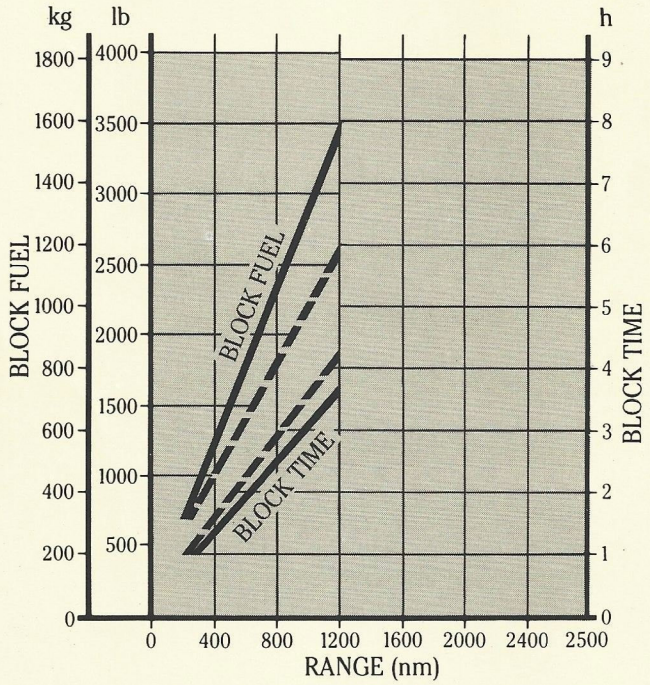
NOTES: Ground and air maneuvering: 88 lb/10 min
IFR reserves: 100 nm alternative
+ 45 min at 10,000 ft
Zero wind
Playload: 19 pax + baggage (3,800 lb)

PAYLOAD vs RANGE
ISA



Maximum Cruise at 25,000 ft
Long Range Cruise at 35,000 ft

BLOCK FUEL/BLOCK TIME
ISA



Maximum Cruise at 25,000 ft
Long Range Cruise at 35,000 ft

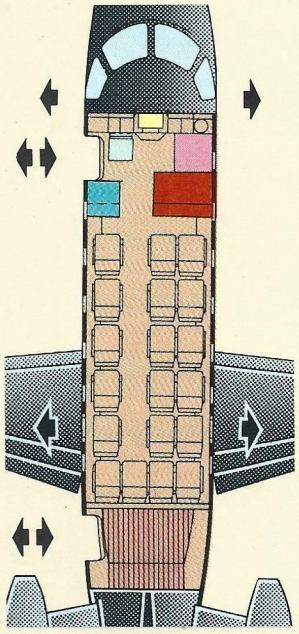
Plenty of space for a relaxing flight.

Overhead baggage bin holds 19.26 cu.ft. or 240 lb (108kg).

Stand-up aisle is 17 in wide and accomodates a standard catering trolley for longer flight segments.

Space for carry-on baggage under the seats.

Flat floor for easy change to cargo configuration.



- wardrobe
- toilet
- galley
- jump seat
- stewardess seat

The specially countoured seats with lumbar support, spaced at 31 inch pitch, provide for a relaxing trip and superior knee and leg room for the passenger.

The rear compartment, accessible through a wide plug-in type cargo door, holds 150 cu.ft. or 882 lb of baggage and cargo.

Work Sharing

EMBRAER

FAMA

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These data are of preliminary nature, for general information only and subject to change without previous notice.